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> OF THE JOURNAL

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FUNERAL DIRECTORS.

STOLEN. STOLEN-Conde bleycle, 1835, No. 15608. Common iron seat post, wood rim. Reward. No uestions asked. Stolen at Irvington. Room 201, Lemcke Building.

FINANCIAL. LOANS-Money on mortgages. C. F. SAYLES, 75 East Market street. LOANS Sums of \$500 and over.

City property and farms. C. E. COFFIN & CO., 30 East Market street. MONEY-To loan on .indiana farms. Lowest rates, with partial payments. Address C. N. WILLIAMS & CO., Crawfordsville, Ind. MONEY-To loan on Indiana tarms. Lowest market rate; privileges for payment before due. We also buy municipal bones. THOS. C. DAY & CO., Rooms 25-339, third floor Lemcke Building, Indianapolis.

WANTED-MALE HELP. WANTED-Competent man to travel. Permanent situation. M'GREGOR, 1130, 334 Dearborn treet, Chicago, Ill

WANTED-Young man to act as news agent on trains. \$10 security required. CENTRAL NEWS COMPANY, Muncie, Ind.

WANTED-AGENTS. WANTED-Insurance solicitors to handle the best natural premium contract being written in Indiana. Plan is beyond competition and terms unequaled for competent man. Good references will be required. Inquire of W. H. WITHING-TON, General Field Manager, Indianapolis, Ind. At Grand Hotel Aug. 14 and 15, 1896.

WANTED-MISCELLANEOUS. WANTED-An idea. Who can think of some simple thing to patent? Protect your ideas; they may bring you wealth. Write JOHN WED-DENEURN & CO., patent attorneys, Washington, D. C., for their \$1,800 prize offer and list of

FOR RENT.

FOR RENT-Second and third floors, 33x195 feet each, of building Nos. 9 and 11 West Washingion street. C. F. SAYLES, 77% East Market. TO RENT-OFFICES-Desk room to rent in 225-6 ilding. Inquire of H. M. STAN-TON, 1914 North Pennsylvania street, Room 9, FOR RENT-Large store room, with flour and feed room added. No. 1554 North Illinois street, near Twenty-second. City water, gas, large cellar, large show windows. First-class location for grocery. W. E. MICK & CO.

NOTICE. NOTICE—The war cry is on. The gold king is here, but the great warrior, Silver King, is coming. Look out for the cannon balls. Boys, you must have your old clothes cleaned, dyed nd repaired before the November battle at Brill's steam dye works, 38 Massachusetts ave-nue and 95 North Illinois street.

CLAIRVOYANT. CLAIRVOYANT-Skeptics are dumfounded. All those who want to be benefited through the revelations made by a genuine clairvoyant should sult Mrs. T. Griswold, who has decided to make Indianapolis her home. She gives advice on business, speculation, love, courtship, marriage and divorce. Everything revealed. Read Sunday ad. Office and residence, 296 East South MRS. T. GRISWOLD. Hours, 10 a. m

FOR SALE-REAL ESTATE. SALE-House in Evanston, Ill.-\$3,000 buy a good two-story frame dwelling. 1215 Lyons street, arranged for either one or two families. Rents for \$30 per month. Convenient to Northwestern University, Address MRS. CLARIBELL B. HARRISON, Richmond, Ind.

MUSICAL. MUSICAL-Italian method of singing; voices tested free. Foundation work for vocal teachers. Also, lessons in advance work. MISS SHEDD, When Block.

STORAGE. STORAGE-Indianapolis Warehouse Co., 265-273 tracks. Phone 1343.

STORAGE-INDIANA STORAGE AND TRANS-FER COMPANY, Registered warehouse. Highlass building; insurance low, 27 to 33 North

LEGAL ADVERTISEMENTS. NOTICE OF APPOINTMENT OF TRUS-

To whom it may concern: Notice is hereby given that the Citizens' Street-railroad Company of Indianapolis, Ind., has appointed the Central Trust Company of New York (which has accepted the appointment) trustee of the trusts created by the deed of trust executed on the 1st day of May, 1893, by said Citizens' Street-railroad Company to the Solicitors' Loan and Trust Company of Pennsylvania, to secure bonds of said Citizens' Street-railroad Company to the amount of four million dollars, said deed of trust being known as "the first consolidated mortgage" of said Citizens' Street-railroad Company, said appointment being made to fill the vacancy in the a isteeship caused by the resignation of said Selleiters' Lean and Trust Company, which resignation has been duly accepted by said Citizens' Street-railroad Company. Citizens' Street-railroad Company of Indianapolis, By AUGUSTUS L. MASON, President,

W. F. MILHOLLAND, Secretary. Indianapolis, Ind., Aug. 4, 1896. TOOK MORPHINE.

Bessie Swain, Crossed in Love, Suceceds in Killing Herself.

Bessie Swain, a young woman living at No. 178% East Washington street, ended her life last night by taking a quantity of morphine. Five times before she has tried to do the same thing, but each time has been detected in the act or directly afterward and has been saved by some power- 242 miles twice. ful emetic administered without the aid of

Yesterday afternoon it was reported to her sweetheart, William Caroaugh, had been out buggy riding with another woman last Saturday, and it was the melancholy spell caused by hearing this that resulted in her death. She brooded over this until she was almost Insane, and bought 10 cents' worth of morphine. She returned to her room, and, after taking the stuff, lay down to die, but was interrupted by the arrival of Carbaugh, who, seeing her condition and knowing of her previous attempts at suicide, tried to ouse her by shaking. She was resuscitated enough to talk and ask to be left alone. 'Carbaugh then realized that she had taken poison and hurried to get an emetic, but, failing in this, he sent for the dispensary physicians. For over three hours the doctors kept life in her, but it was a hopeless case and another name was

added to the list of suicidal victims.

Mr. Colbert Out Again, Superintendent Colbert, who was overcome by the heat several days ago, appeared at the police headquarters again yesterday. He is still rather weak from his confinement, but is much better.

Insist upon Hood's Sarsaparilla when you need a medicine to purify your blood, strengthen your nerves and give you an ite. There can be no substitute for deed's Pills are the best after-dinner pill;

THEY LIVE LONELY LIVES

THE OPERATORS WHO MANAGE THE BLOCK SIGNAL STATIONS.

Generosity of Railway Corporations -A Wholesale Dismissal of Import Freight Agents.

On the great through lines, where trains are moved by the block signal, every three or four miles the traveler observes from the car window at night a telegraph operator sitting at a table with an oil lamp on each side of him. It is his duty to announce by wire the moment a train passes to the next block and also to the train dispatcher's office on the respective divisions. Many of these signal stations are in lonely places. To the remark that his job must be a lonesome one, so isolated was he from houses, having nothing but passing trains to break the monotony, one of these operators answered that he supposed the first year in a penitentiary would seem a long one and the prisoner would be anxious to get out, but after a man had been there several years he became used to the situation and rather liked it; that was the case with the signal operator, who, he said, was hardly known to the outside world nor on the road except by the number of his signal station. When questioned, the operator, who was about thirty years old, said he had been at that signal station seven years. He went on to say that his father and mother lived on a farm about two miles away, and to the question how he learned to be an operator, he answered that when a young man he made the office a loafing place, and without much trouble picked up telegraphing and the signal methods, and when the operator from whom he had learned was promoted he took his place. A gentleman who stood by and lived in a town about three miles away, said one of the reasons that the farmer boys of the Virginia towns sought these positions was that when a young man was able to do the work it made him one of the important men of the town and they were really looked upon as being superior to ordinary citizens. An official on the train said that at some signal stations the wife did duty during the day and the husband at night. and in that manner received monthly a very fair revenue. The operator said in the day time the occupation was not so bad, but in the night it was not so pleasant. Trains came along so frequently and so much of the time was required to keep track of their movement and the block ahead of him that the nights slipped away, especially in summer, quickly. He had but little time to read when on duty, but almost daily had papers thrown off that kept him in touch with the outside world. aside from the excitement of the trains which passed by. He boasted of never having had an accident on his block where

sulted in a wreck. A Generous Company.

he or his relief were in fault, while on the

next block one of the operators fell asleep

and lost his train movement, which re-

So common is it to denounce railway companies as being heartless corporations that it is a good thing occasionally to cite some humane act on the part of railway managers, who do many such acts which are not heralded by the press. On Aug. 12. 1893, Richard McCready, a laborer in the employ of the Pennsylvania Company at Lawrence Junction, was run over by a work train and killed. The coroner's inquest failed to find the company at fault for the accident, but later on the widow of the unfortunate man brought suit against the railroad; but the company having a perfect defense, the case was dismissed at he cests of Mrs. McCready. After she had got through with the courts and lawyers the Pennsylvania Company examined into her condition, and, finding it unfortunate in the extreme, voluntarily made the following payments in the way of gratul-ty: Undertaker's bill, \$95; drug bill, \$29.38; grocery bill, \$24.04; unpaid taxes, \$4.13; mortgages on property held by a building and loan association, \$408.73, and a cash present of \$100, making a grand total of 661.28. The action shows that the company has the welfare of its embployes at heart, and that in time of trouble it has a desire to treat the unfortunate in a spirit of fairness and directly, rather than by force of litigation. By paying Mrs. McCready's debts and restoring to her her property free from incumbrance, it has been the means of making her a very happy woman and she has now nothing but the best words for the Pennsylvania and all its

Trouble for Chicago-St. Paul Roads. There is trouble ahead for the Chicago-St. Paul roads. The Lake Michigan Car Ferry Company, in connection with the Wisconsin & Michigan, and the Soo roads. will, on next Sunday, reduce its rates on all classes of freight between Chicago and | quite boastful over the excellent record his South Chicago to the rates in effect prior to June 1 last. At that time an agreement was entered into between the all-rail lines and the ferry company, by which the latter was to take a five cents differential under the all-rail lines for a period of forty-five days. This time is now up, and the ferry officers say that as they have been unable to compete with the all-rail lines at a five-cent differential they will have to put back the old tariff, which is 53 cents per 00 pounds, first class, and runs from 7 to uth Pennsylvania street, on Pennsylvania Great Western has not as yet decided to the fastest scheduled trains in the world make any reductions to meet the ferry, but will probably come down, in which event the old war will be renewed with in-

Personal, Local and General Notes. The Big Four has opened a station at Billett, Ill., on its Cairo division. The Erie Railway Company now has 2,045 miles of main line in its system. S. G. Beckley has been appointed general

H. B. Spence, of the Eastern division of the Canadian Pacific, has tendered his resignation. R. C. Newsum has been elected secretary

agent of the Kanawha Dispatch at New

of the Memphis Passenger Association, succeeding S. L. Finley, resigned. John McCord, formerly ticket agent of the Cincinnati, Hamilton & Dayton at this

point, now general traveling passenger The Pennsylvania limited, until further orders, will stop regularly at Canton, O., the home of the Republican presidential candidate, William McKinley.

W. L. Somers, general agent of the West Shore at Chicago, was in the city yesterday for a conference with Ford Wood, general freight agent of the Peoria & Eastern. D. C. Moon has been appointed general superintendent of the Dunkirk, Allegheny Valley & Pittsburg, vice C. H. Ketchum, resigned. His headquarters will be at Dun-

kirk, N. Y. There will be no meeting of the local association of railway officials this month, there being no important business to transact, and many of the members being absent

So short of power is the Vandalia that its engines which haul the fast freight trains are run through from Indianapolis to St. Louis, changing engineers in running the

W. H. Fisher, general passenger agent of the Columbus & Hocking Valley, announces of life will be just doubled in order that the the resignation of H. A. Wilson as district | merchant may live. And the farmer, too! passenger agent, and the appointment of A. J. Richter in his place. The passenger rate war between the Wa-

bash and the Toledo. St. Louis & Kansas City is still in progress, and passengers are carried 872 miles for \$5.25. It is intimated that other lines may yet take part in the

The employes of the Vandalia lines are making up a purse for the employes whose families suffered from the cyclone which struck St. Louis a few weeks ago. Already over \$2,500 has been raised for this relief Regarding rumgred changes on the North-

ern Pacific in its official roster. President I believe the answer will go back, 'I will Winters says that General Manager Kendrick, General Counsel Bunn and Chief Engineer McHenry will be continued in the | on stealing, does not hesitate to preach his service. The Toledo, St. Louis & Kansas City earned in the first week of August \$44,829.41.

an increase of \$2.154.05 over the corresponding week of 1895. Since July 1 this road shows an increase in gress earnings of \$35,527.97. The private car of J. Q. Van Winkle, which has been in the Brightwood shops

for some weeks, rebuilding, will be com- that Bishop Newman will not be deposed pleted to-day. It is numbered 404, and is one of the best of the four private cars on

M. Van Heyde, who has been agent of the Baltimore & Ohio at Fostoria for fifteen U seemt digestion, prevent constitution. 25c. | years, died on Wednesday night from a

carbuncle on his upper lip, combined with hay fever, which confined him to the house but four days.

The Greenwood, Anderson & Western has acquired the Carolina Midland, between Allendale, S. C. and Seivern, a distance of sixty miles, and will extend the line from Seivern to a connection with the Southern railway at Batesville.

On Sept. 1 all freight import agents at the Atlantic seaboard who are paid commisof one agent for each central line. This is considered one of the best moves the Joint Traffic Association has made.

James McCrea, first vice president of the Pennsylvania Company, has notified the Mayor of Chicago that the Panhandle company is ready to comply with the city ordinance requiring the elevation of tracks from Ogden avenue to Kinzie street. F. E. Browne, agent of the Hoosac Tunnel ine at St. Louis, has been transferred to Kansas City. George C. Semple has been ppointed contracting agent of the line at

Louisville, and A. G. Marshall contracting agent at Cincinnati. The Toledo office has been abolished Major W. Rice, who for over thirty years has been a passenger conductor on the Lake Erie & Western and its predecessors, running between Indianapolis and Michigan City, has just returned from a three weeks' vacation, he having, with his wife, spent

the time in Vermont. General Manager Wilson, of the West Shore fast freight line, is in the city. He has just completed his twenty-third year in fast freight line service, and thinks that to-day the fast freight lines have a firmer foothold in railway work than at any previous time in their history.

The Pennsylvania limited now arrives at St. Louis at 3:05 p. m. instead of 4 p. m., making the run from Jersey City to St. Louis over the Pennsylvania and the Vandalla fifty-five minutes quicker than under any former schedule. The time of Train 21 has been shortened four minutes. The Cleveland & Marietta is now under

that of the Cleveland & Pittsburg at Canal Dover. O. E. Smith, agent of the C. & P., ecomes agent of the consolidated office, and F. E. Clymer has been transferred to another station. The Pittsburg. Fort Wayne & Chicago has several veteran conductors who are probably among the best-known passenger conductors in the country. Of the number

fifties were appointed conductors on the Fort Wayne road. The Burlington road has given notice that on Sept. 15 it will reissue its present rate of \$1.50 per ton on soft coal from Chicago to St. Paul and Minneapolis. Some time ago it was agreed that soft coal rates between the two cities should be advanced to \$1.50 per ton until Sept. 1, when the rates were to be further advanced to \$1.621/6

V. Patton, general superintendent of the Pittsburg division of the Baltimore & Ohio, resigned and will give his entire attention to the Pittsburg & Western, of which he is also superintendent. The jurisdiction of Thomas Fitzgerald, general superintendent of the Baltimore & Onio main ine division, has been extended over the Pittsburg division of that road.

H. C. Townsend, general passenger agent of the Missouri Pacific, spent yesterday in the city, and last evening went to Cincinnati. He is accompanied by Colonel G. A. Dean, land commissioner of the company, at Little Rock, Ark. Mr. Townsend said that on lines west of the Missouri river travel has been light for some time past, but there are signs of an early improve-

The Southern Pacific road has entered t vigorous protest against the action of Western Passenger Association in changing the method of collecting and dividing the \$2 extra which is charged on homeseekers' excursion business. The Southern Pacific at first refused to run the excursion under the new plan, but has now changed its mind and say that it will run them in common with the other roads. One of the best advertisements Indiana is getting is through the shipments of stone from the quarries at Bedford. In the yards of the Pennsylvania Railroad Company, on the Jersey flats, near New York, numerous ndianapolis & Vincennes and Louisville. New Albany & Chicago cars can be seen oaded with huge blocks of stone from these quarries, and on the large blocks in olain black letters appears: "From the Bedford stone quarries, Indiana."

The Pennsylvania Company is making special effort to increase its live stock traffic. For many years the lines did a heavy live stock business, but it has been allowed to drift away to other roads. Now an effort is to be made to recover it. The Big Four for a time ignored this business, but a few months convinced the management that it was a mistake, and the Bee Line division, which hauls that business, has of late been carrying large quantities of stock and making a great speed record in handling it.

Official notice has been made by the Great Northern road of its agreement with the Nippon Yusen Kalsha, which is said to be the most important freight-carrying organization in the Orient. The Great Northern says that through its connection with that organization it will handle freight for all Oriental ports. The first steamship to arrive under the new agreement will arrive at Seattle on the last day of the present month and sailings will be monthly thereafter, there being one trip

each way in every month. George Lowell, general superintendent of the Louisville, New Albany & Chicago lines, was in the city yearday. He is road has made in the way of arrival of trains at terminals. The fast mail takes one hour to cover tweny miles coming out of Chicago, and then covers 165 miles to Indianapolis in four hours and fifteen minutes, making twenty station stops and stops at the crossings of seven railways, and but twice since the 1st day of May has it reached Indianapolis later than its scheduled time.

The passenger department of the Pennsylvania lines has got out a new edition of 12/2 cents below the all-rail rates and 3 cents | time tables, publishing them in book form. below those of the other lake lines. The But few persons are aware of the fact that are run on the Pennsylvania lines west of Pittsburg. Train No. 2 is scheduled to run from East St. Louis to Greenville, fifty miles, in one hour and two minutes; train No. 5, on the Louisville division, runs from Seymour to Louisville, fifty miles in one hour and four minutes, hauling regular trains of from four to seven cars. A dozen others runs, equally as fast, might be cited on the Panhandle and the Pittsburg, Fort Wayne & Chicago and the Vandalia.

The Sentinel and Bishop Newman. To the Editor of the Indianapolis Journal: The Sentinel is unhappy. For that matof this is that the New York Sun interviewed Bishop Newman on the silver question some time ago, and got what the Sentinel very much abhors. Now, the eral peoples he visited, as well as to their from him in the interview as follows: "The duty of every Christian minister is to preach the Ten Commandments, particularly the one which says 'Thou shalt not * * * There is no more sacred right than the right' to have, to hold and to enjoy the product of the brain or the The Ten Commandments surround property with the muniment of law, and as the rights of property are now threatened, let the voice of the pulpit, from ocean to ocean, proclaim to the Populists and Anarchists and Communists, "Thou shalt not steal!" The advocates of free silver say that 'sixteen to one' is the poor man's hope. They do not explain how a laborer who gets his wages in dollars that are worth only 53 cents can be benefited when the price of the necessaries How is he to be benefited? He is promised double the price for his wheat and his corn and his carley. Admit that. Then he will have to pay double what he pays now for his seed, his clothing, his shoes, and whatever luxuries he enjoys. He will be, therefore, no better off than he is now. And while we are adjusting ourselves to the new conditions, if we ever can adjust ourselves to them, there will be panic and business fallures and financial ruin. What is the farmer and the laborer going to do during that period? Sober thought will-convince both, I believe, that honesty is the best policy, and to the inspired command of Moses, ringing up the centuries. not steal. Now, the Bishop, entertaining such views sentiments as well as tell them to the Sun, and this is what makes the Sentinel so unhappy that it demands the unfrocking of the venerable old man, unless he quits it. But it denounced the preachers of in your issue of to-day may have misled forty years ago just as bitterly for preaching against slavery, and later, when they counseled the resisting of rebellion by adequate armed forces, it was just as paragraph: "Fifty-eight Years Queen." It

unhappy as now. The probabilities are

at the demand of the Sentinel, and it is

AN APPEAL BOND FILED

UNION NATIONAL S. AND L. OFFICERS STILL IN CHARGE.

sions will be dismissed, with the exception | P. C. Trusler, Receiver, Files His Bond of \$1,200,000, but an Appeal Is Perfected and He Is Ousted.

> Preston C. Trusler was the receiver for the Union National Savings and Loan Association less than a single day. By the filing and acceptance of an appeal bond, by which the case in which the appointment was made is taken to the Supreme Court, the receivership is suspended. The affairs of the association will now be conducted as in the past, by the officers of the association. When the case is passed upon by the Supreme Court it will be known whether the receivership is to stand or not.

> At the opening of the court yesterday morning the bond of the receiver was accepted. It was for the amount of \$1,200,000, with the following persons as sureties: P. C. Trusler, Derk DeRuiter, George A. Dickson, Henry M. Talbott, Stoughton J. Fletcher, Allen M. Fletcher, Martin M. Hugg and John J. Smith. The bond was not questioned by the defendants. Following the acceptance of this bond the

defendants offered their appeal bond in the same amount as the receiver's bond. The following persons were offered as sureties: full control of the Pennsylvania Company, Charles F. Griffin, A. B. Gates, Nicholas and its agency has been consolidated with Ensley, N. S. Byram, O. P. Ensley, E. G. Cornelius, R. K. Syfers, C. F. Smith, M. V. McGilliard, Hervey D. Vories, Wm. N. Gates, Thomas L. Sullivan, G. R. Root, George C. Pearson, J. L. Keach, A. M. McCleary, D. W. Coffin, John F. Wallick, W. L. Taylor, Otto Stechhan, J. R. Carnahan, R. W. McBride, Alfred R. Hovey and are conductors Folwell and Anderson. Both W. A. Bristor. were formerly stage drivers, and in the

The plaintiffs' attorneys objected to the acceptance of the bond, and asked thirty ply to a question from the court Linton Cox, one of the attorneys, said he was but that he wanted to "know." The at- street, and when Wilkerson was asked if cess and made a report that the books in It was. the office of the assessor showed that the combined wealth of the sureties amounted

to but \$410,000. Judge McBride, attorney for the defense argued that the books did not show what the sureties were worth. Most of the mer were owners of stock in corporations which was assessed with the corporations, and were owners of government bonds, which are not taxable. The court, however, refused to accept the bond, and gave until 3 o'clock for the attorneys to secure affidavits from the sureties as to their wealth. At the time mentioned the affidavits were ready and the bond was accepted.

An attorney interested in the case made the statement that the bond was worth morethan three times the amount secured He considered the action of Judge Hammond as rather strange in accepting the bond of the receiver without a question and requiring affidavits from the sureties on the appeal bond. The receiver's bond, he thought, should be scrutinized the closer of the two. He said that the law allows ten days in which to file an appeal bond. Judge Hammond allowed the defendants about twenty-four hours.

DREW THE COLOR LINE.

Dickson & Talbott Asked to Pay \$2,-000 in a Suit by a Colored Man. Through attorneys James H. Lott and | ending Aug. 13, \$35. George W. McDonald, Clarkson Burden has sued Dickson & Talbott, demanding \$2,000 for alleged discrimination on account of his Burden claims that he purchased two box tickets for the Park Theater for Aug. 12; that he presented himself at the theater at the time of the performance for which the tickets had been sold; that he was decently lad and well behaved, but that Messrs. Dickson & Talbott, or their agents and employes, refused to admit him to the seats paid for and for which the defendants ac-

still retain. Asks an Accounting. for alleged breach of contract. The com-Hunt engaged Newby as a salesman to represent the C. F. Hunt Company in Indiana and Illinois for the sale of road machinery, road supplies, road-making tools, sewer pipe, etc. Newby was to have his expenses paid and was to receive half the profits of his work, he to make collections. t is averred that he failed to account to H. Snyder was his bondsman, and is therefore made a party to the suit.

THE COURT RECORD.

New Suits. Clarkson Burden vs. George A. Dickson and Henry M. Talbott; damages. Demand, 32,000. Superior Court, Room 3 Charles F. Hunt vs. William H. Newby and Michael H. Snyder; for an accounting of contract. Superior Court, Room 2. John H. Smith vs. Charles Johnson et al.;

ien. Circuit Court. Susan W. Applegarth vs. William J. Applegarth; divorce. Superior Court, Room 1 Misrepresentation by a Silverite.

To the Editor of the Indianapolis Journal: A short time ago a correspondent from | ried forms. It has been found that medical Lafayette, Ind., asked the Cincinnati Enstandard silver dollar was demonetized. plaint, some for dyspepsia, others for kid-Of course, as there never was such a law, ney disease, etc., etc., but none of the vatained all along that there was, it proceeds to quote the laws claimed to authorize it, and then adds: "Therefore the so-called standard silver dollar of 4121/2 grains was legal tender to the extent of ter it most always is, but it is worse off \$5 only." The editor must have laughed now than common. The immediate cause in his sleeve when he thought of the gullibility of a man who would accept his "therefore" with the quotation from the law before him. First he calls attention the extent of \$5 only, and then quotes section 15, which says: "The silver coins of the United States shall be a trade dollar, a half dollar, a quarter dollar, and a dime and half dime," and section 17, which provides that no other silver coin shall be issued from the mint other then those here mentioned, thus discontinuing the coining of the standard dollar, but not affecting its legal-tender properties, even if there had been any worth naming to be affected. So far the Enquirer seems to concede that the standard dollar, not being mentioned in the category, was not affected by the inhibition, but to make a case it quotes section 2,580 of the Revised Statutes passed in 1874, which says: "The silver coins of the United States shall be tender for any amount not exceeding \$5," and then follows its "therefore." And yet this argument of the Enquirer is paraded as authority that the legal-tender property of the standard silver dollar was taken away by the act of 1873, or, if not by that, then by that of 1874. With the act of 1873 expressly naming what are the silver coins of the United States, trade dollar, half dollar, quarter dollar, dime and half dime, so conspicuously omitting the standard silver dollar that even the Enquirer calls attention to the omission, and then saying in the act of 1874 that the "silver coins" of the United States shall be legal tender to the amount of \$5 only, to an intelligent man it seems the height of stupidity or of effrontery to claim that therefore the standard silver dollar was demonetized. That no one of that period so understood it is clear from the fact that not a single case is recalled in which it was so claimed in any transaction. U. L. SEE. Indianapolis, Aug. 10.

Length of Victoria's Reign.

is true that Victoria was crowned on June more than likely that he will talk out in until she completes sixty years of her meetin' all the same as if the Sentinel was reign, but it should be understood that her reign did not begin with the date of her cianapolis. Suite 229, First Office Floor, "The coronation, but with the date of her ac- Lemcke." Telephone 1760.

cession to the throne on the death of her uncle, King William IV, which took place June 20, 1837. Therefore, if Queen Victoria lives until the 20th of June next year she will then have reigned sixty years. She has already reigned fifty-nine years, and if she reigns seven weeks longer (Sept. 23) she will have occupied the throne as long as her grandfather, George III, whose reign was the longest in English history. Her Majesty's recent announcement was called forth by a proposition that Sept. 23 should be celebrated as a national holiday, but sho objects to any celebration until she has resigned sixty years. When that occurs her reign will have been surpassed in length by that of only one other sovereign in the world's history-Louis XIV, of France, who reigned seventy-two years (1643-1715). His actual reign, however, did not extend over ifty-four years, the King having been less han five years old on his accession to the hrone; and he did not take the reins of power in his own hands until after the icath of Cardinal Mazarin, in 1661. Indianapolis Aug. 12. TRAVELER.

CATTLE THIEVES CAUGHT.

Aquor Dealers Attempt to Bribe the Marshal of Brightwood.

Harry Fredgenell, of No. 585 West Washngton street, and Emil Mechaney, who claims Pennsylvania as his home, drove four cows into the stock yards of West Indianapolis yesterday afternoon and offered them for sale at \$10 each. The story they told as to how they came in possession of the cattle sounded so suspicious that Chief of Police Massing, of that suburb, placed the men under arrest. Fredgenell says he was hired by two men, one of whom gave his name as Johnson, to drive the cattle to the stock yards and sell them, Fredgenel in turn hiring Mechaney, who has the ap pearance of a tramp, to assist him. It was ifterwards learned that the cows were taken from a herd in charge of a boy near Lauter's furniture works, on Harding street and belonged to people in Haugh-

Deputy Marshal Wilkerson, of Brightwood, says that on Wednesday night he was approached by a Lian who endeavored to ascertain whether he would not accept \$30 or \$40 a month and cease the rigid enforcement of the liquor laws. Wilkerson says he indignantly refused the offer, saying that he had taken an oath to enforce all of the laws, and that he intended to perform his duty. It was learned that the man who made the offer was D. D. Burle "satisfied" that the bond was all right, son, a plasterer living on Sutherland torneys returned after a thirty minutes' re- | the information was correct he replied that

Mrs. H. Underwood, who lives on South William street, West Indianapolis, com plained to the police yesterday afternoor that a dog belonging to Dr. V. Tomlinson of No. 169 South William street, had bitten her little girl. The dog had chewed the girl's thumb, but was driven away by Mrs, Underwood before it could do further damage. Chief Massing promised to attend to the dog this morning.

The Brightwood Town Board met in special session last night. Several routine matters were taken up, chief among which was the bill of the Chicago Fire Hose Company for \$984.55. The clerk was instructed to communicate with the Hose Company asking for six months time on the bill, a the present rate of interest. A motion by Trustee Stephens, that the town marshall be instructed to collect the badges from the deputy marshals and relieve them of their commissions, was, on motion of Mr. Hudson, postponed for one week. The marshal was instructed to notify all delinquent water subscribers that unless they settled at once their water would be discontinued The following bills were presented and or-dered paid: For labor on the streets, \$8.25; for Marshal Newhouse's salary for month

WHAT IS THIS DISEASE CALLED DYSPEPSIA?

Like a thief at night, it steals in upon us unawares. The patients have pains about the chest and sides, and sometimes in the back. They feel dull and sleepy; the mouth has a bad taste, especially in the morning. cepted 50 cents each, which money they A sort of sticky slime collects about the teeth. The appetite is poor. There is feeling like a heavy load on the stomach; Charles F. Hunt, doing business under the sometimes a faint, all-gone sensation at the name of the C. F. Hunt Company, has pit of the stomach which food does not brought suit in the Superior Court against | satisfy. Eyes are sunken, the hands and William H. Newby and Michael H. Snyder | feet become cold and feel clammy. After awhile a cough sets in, at first dry, but plaint sets forth that on March 12, 1894, after a few months it is attended with a greenish-colored expectoration. The patient feels tired all the while, and sleep does not seem to afford any rest. After : time he becomes nervous, irritable and gloomy, and has evil forebodings. There is a giddiness, a sort of whirling sensation is employer for the sum of \$928.86. Michael | in the head when rising up suddenly. The bowels become costive; the skin is dry and hot at times; the blood becomes thick and stagnant; the whites of the eyes become tinged with yellow; the urine is scanty and high colored, depositing a sediment after standing. There is frequently a spitting up of the food, sometimes with a sour taste and sometimes with a sweetish taste; this is frequently attended with palpitation of the heart; the vision becomes impaired with spots before the eyes; there is a feeling of great prostration and weakness. All of these symptoms are in turn present. It is thought that nearly one-third of our poprious kinds of treatment have been attended with success.

Now, the Shaker Digestive Cordial causes the food eaten to be digested. This will cause an appetite for more food, and this being digested will result in an increase of strength, an increase of flesh and an in crease of nerve power. The tired, weary feeling will give way to vigor and courage. The pale, thin and emaciated will recover their color and plumpness, because rea blood and fat are the result of properly digested food.

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